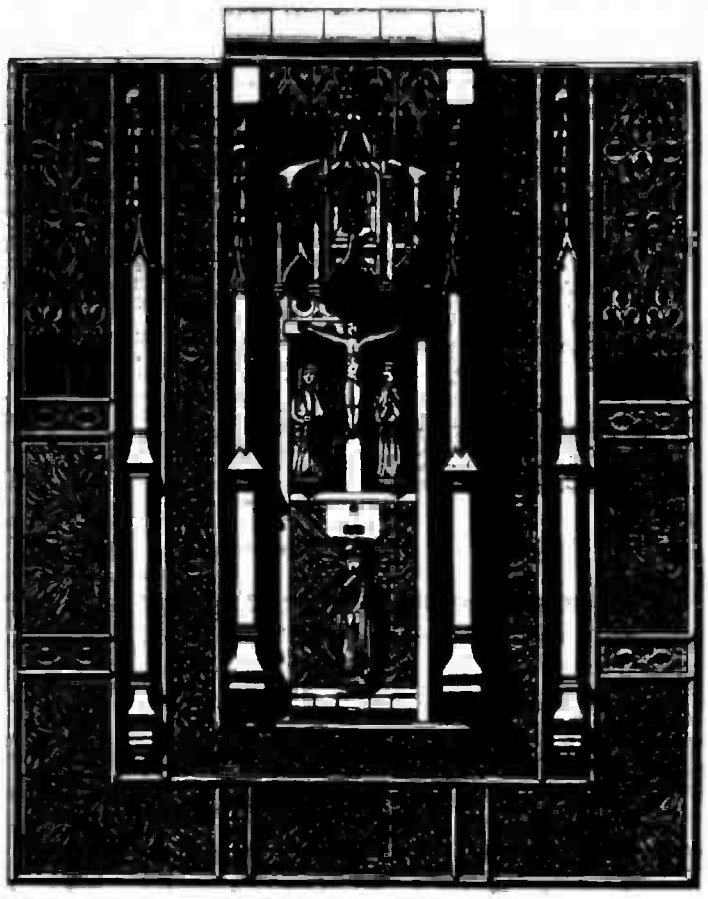
ANCIENT WROUGHT STEEL LOCK.



FOATY HOUSE, CORK.

FOATY House, in the vicinity of the city of Cork, and of which we give a representation, was built, from designs by the late William Vitruvius Morrison, for the late John Smith Barry, Esq., a gentleman who succeeded to the extensive property of the late Lord Barrymore, his (*reputed*) father, by the will of that nobleman. It is in the mixed style known as Elizabethan, a style which, as we understand, was first introduced into Ireland by Mr. Morrison, who had studied its peculiarities in England. He erected in the same style Kilruddery Hall, Wicklow, for the Earl of Meath; Hollybrooke, Wicklow, for Sir George Hodson, Bart.; Bonis House, Carlow, for Walter Kavenagh, Esq.; Clontarfe Castle, Dublin, for J. Vernon, Esq., &c.

Foaty House covers a large area, and is well planned. The principal floor includes a drawing-room 22 feet by 32 feet, library 22 feet by 32 feet, with octagon boudoir 14 feet in diameter at the end of it, and dining-room 40 feet by 22 feet, all *en suite*. The entrance-doorway seen in the engraving opens into a vestibule 18 feet by 20 feet, and thence into the Great Hall 18 feet by 31 feet, with staircase 21 feet 6 inches by 18 feet.

Mr. W. V. Morrison, who died in October, 1838, at the early age of forty-four, was the son of the late Sir Richard Morrison, and was for some time in partnership with his father. If we may judge, however, from a memoir of Mr. Morrison in Weale's "Quarterly Papers on Architecture," written by his brother, Mr. John Morrison, A. B., and some other statements made by that gentleman in efforts to do justice to his brother's abilities, Sir Richard sought rather to keep down than to extend his son's reputation.

Mr. Morrison laboured during the whole of his short life under almost continued ill-health, but nevertheless executed a large number of extensive structures.

MEDIÆVAL IRONWORK.

THE illustration represents a fine specimen of a Gothic lock, in wrought steel, of a rich, florid design. Under a canopy is the Crucifixion, and, on pressing the top of the cross, the lower panel, which contains a figure of St. James, falls, and exhibits the keyhole.

ELECTRO-TELEGRAPHIC PROGRESS.

IT appears that all objections to gutta percha as the sole or outer covering of the submarine telegraph between Dover and Calais will be obviated: as, from want of sufficient strength and weight to resist accidents, "the electric wire, thin as a lady's staylace in itself, will now be encased either in a 5 or a 10-inch cable of the diameter of those that placed the Britannia tubes in position, and those will be submerged by the aid of enormous weights. The wire will be imbedded in this gigantic coil or cable, composed of what is called whipped plait with wire rope, all of it chymically prepared, so as to protect it from rot, and kyanised; the whole to be chained down, as it were, as the rails are on a railway, by the gravitation of the huge weights in the bottom of the sea." This is certainly a more hopeful looking apparatus for such a destination than the comparatively frail and tender cord which has already been unsuccessfully tried. There are two species of mechanical obstacles to be overcome by the new apparatus: the one of these, as we long since anticipated, will be the dragging of anchors throughout the channel: the other will be the lash of the terminal waves near the shores. Both of these, we presume, have been considered in the determination come to. There are some arrangements, however, still to be made with the French Government before a continuous line of telegraph from London to Paris can be effected. In short, the throwing of the gutta percha pipe across the channel appears to have been but a temporary and premature ruse or scheme to enable the parties to the undertaking to hold on by the French Government's conditions, one of which made it a *sine qua non* that electric communication was to be established or shown to be possible by a certain date, and it is perhaps questionable whether there was any serious intention to regard the line so thrown across as a permanent one.——Captain Warner of "long range" celebrity, is another claimant, it appears, of the original idea of this telegraph, which, as alleged, he submitted to the Admiralty, along with that of the transatlantic one, six years since.——The idea of running submarine wires along coasts and rivers, and through ports and harbours, has been revived: and it is intended to throw one across the Mersey, between Liverpool and Birkenhead, to begin with.——The cost of transmitting despatches between New York and Boston by telegraph is now reduced to two cents (one penny) for each word. The distance exceeds 200 miles.

RAILWAY JOTTINGS.

THE Liverpool and Southport Company have purchased one of the promising light locomotives of Messrs. England, of Hatcham Iron-works. A Liverpool paper, in speaking of the advantages of these handy little engines, says, "In the first place, the present engine cost only 1,200*l.*; an ordinary locomotive would be twice that amount. Then this swallows only 8¼ lbs. of coke per mile, whilst the larger engines require 29 lbs. Again, the wear and tear is less, and being lighter on the rails, it is natural that the adoption of small fire-steeds like this will have a tendency to diminish that heavy and continual item in some railway accounts for 'maintenance of way.' One peculiarity of the new invention, and from which some of its economy results, is that by means of what has hitherto been regarded the waste steam, the water is heated before it is put into the boiler.—But enough of promise. What as to performance? 'What speed can you go at?' we inquired of Mr. England. 'We can run as fast as you like!' was his illimitable reply. 'We will run you down at the rate of a mile a minute!' and we may say that the promise was almost literally kept. The distance from Waterloo to Southport is rather over thirteen miles, which was accomplished yesterday in sixteen minutes. The engine did a heavy day's work. The whole traffic devolved upon it, and it carried yesterday backward and forward ten trains, traversing, in doing so, 130 miles. Messrs. England's engines are now employed on three railways—the Edinburgh and Glasgow, the Dundee and Perth, and the London and Blackwall."——The advantages of advertising were curiously shown, at the last meeting of the Railway Passengers' Assurance Company, by Mr. Lee Stevens, who stated that in November last the average weekly receipts were 72*l.* The result of greater publicity being given was, that in February, 1850, the average weekly receipts had increased to 112*l.* In March, the directors materially reduced the advertisements, and the average income fell to 94*l.* 13*s.* a week, in April to 74*l.* 5*s.*, and in May they had fallen to 56*l.*, while in June they were only 42*l.* a week. During that period he had urged the directors to advertise more extensively in vain, but in June they became alarmed—he wondered they were not so sooner.—and they commenced a more liberal system of advertising. The result, according to the returns furnished him by the secretary, was that since they returned to the old system the average weekly receipts, for July, had increased from 42*l.* to 61*l.*; and for the first three weeks of August, the time to which the last returns were made up, the weekly income had risen to 68*l.* He believed that if the former policy had been steadily carried out, they would now have had an income of 250*l.* a week."——We perceive by the way from the long line of excursion advertisements in the daily papers of the present week, that the companies are taking the hint afforded them by recent experience. "The railway excursions projected to take place in all parts of the kingdom," says the *Morning Herald*, "are unprecedented. Nearly every railway company has projected pleasure trips for the middle and working classes, and the result has been to create a comparatively new species of traffic."

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